

On behalf of Secretary of Transportation, Sean T. Connaughton, the Virginia Department of Transportation (VDOT) conducted a survey to gauge the views of local government leaders on a variety of transportation topics. The following is a summary of the responses received from leaders in County government.

**1. What type of local government do you represent?**

	Response Percent	Response Count
County	100.0%	124
Town (not in Urban System)	0.0%	0
Other (please specify)	0.0%	0

Answered question 124

Skipped question 0

**2. Which Locality do you represent? (optional)**

Accomack County	1
Albemarle County	3
Albemarle County, Rio District	1
Alleghany County	2
Appomattox County	1
Augusta County	3
Bath County	1
Botetourt County	1
Campbell County	1
Carroll County	1
Charles City County	2
Chesterfield County	2
Culpeper County	1
Cumberland County	1
Dickenson County	1
Essex County	1
Fairfax County	6
Fauquier County	1
Fluvanna County	1
Frederick County	5
Gloucester County	4
Goochland County	2
Grayson County	1
Greene County	1
Halifax County	1
Hanover County	1
Isle of Wight County	1
King and Queen	1
King George County, James Monroe District	1
Loudoun County	1
Loudoun County, Blue Ridge District	1

Louisa County	1
Mathews County	1
Mecklenburg County	1
Montgomery County	1
Nelson County	1
New Kent County	1
Northampton County	1
Northumberland County	1
Nottoway County	1
Orange County	1
Powhatan County	3
Prince Edward County	3
Prince William County	4
Pulaski County	1
Rappahannock County	1
Richmond County	1
Roanoke County	2
Rockbridge County	2
Rockingham County	2
Russell County	1
Scott County	1
Shenandoah County	2
Spotsylvania County	1
Stafford County	2
Surry County	1
VACo	1
Warren County	2
Washington County	1
Westmoreland County	1
Wythe County	1
York County	1

Answered question 95

Skipped question 29

**3. Please indicate your role in local government**

	Response Percent	Response Count
Elected Official (i.e. Board of Supervisors)	26.0%	32
Administrator (i.e. County Administrator, Deputy, or Assistant)	49.6%	61
Senior Staff (i.e. Director of Public Works)	19.5%	24

Other (please describe)	4.9%	6
Planning Commissioner		
Member of Transportation Committee		
Public Works Coordinator		
Project Coordinator I - Work Under Planning Director		
Zoning		
staff		

Answered question 123

Skipped question 1

**4. How large is your locality? (population)**

	Response Percent	Response Count
< 20,000	21.3%	26
> 20,000 and < 50,000	38.5%	47
> 50,000 and < 90,000	17.2%	21
> 90,000	23.0%	28

Answered question 122

Skipped question 2

**5. Are you within the boundaries of a Metropolitan Planning Organization?**

	Response Percent	Response Count
Yes	50.4%	61
No	49.6%	60

Answered question 121

Skipped question 3

**6. Does your locality have objective data on the condition of the local road system?**

	Response Percent	Response Count
Yes	16.1%	18
No	42.9%	48
I'm not aware that this data is readily available	41.1%	46

Answered question 112

Skipped question 12

**7. Are you relying on VDOT to provide you with data regarding the condition of the local road system?**

	Response Percent	Response Count
Yes	87.7%	100
No	5.3%	6
I'm not aware that this data is readily available	7.0%	8

Answered question 114

Skipped question 10

**8. Please give us your thoughts on the current condition of the local transportation network in your locality.**

	Response Percent	Response Count
1 - very good	0.9%	1
2	32.7%	37
3 - mediocre	44.2%	50
4	13.3%	15
5 - poor	8.8%	10

Comments 25

**Summary of comments:**

A well-maintained system is cited in two, five speak of the deteriorating condition of roads, three note the condition as mediocre or average, and two say the system is in poor condition, while the same number reveal there is a lack of information by which to compare. Four remark there are too many unpaved roads. An equal number acknowledge the limited or lack of resources for road construction and maintenance. Three describe how the roads are functionally obsolete (e.g., congested). Three express kudos for VDOT and its staff. One mentions that the locality takes blame for road issues, and a couple detail specific design or maintenance issues with roads in their locality.

Answered question 113

Skipped question 11

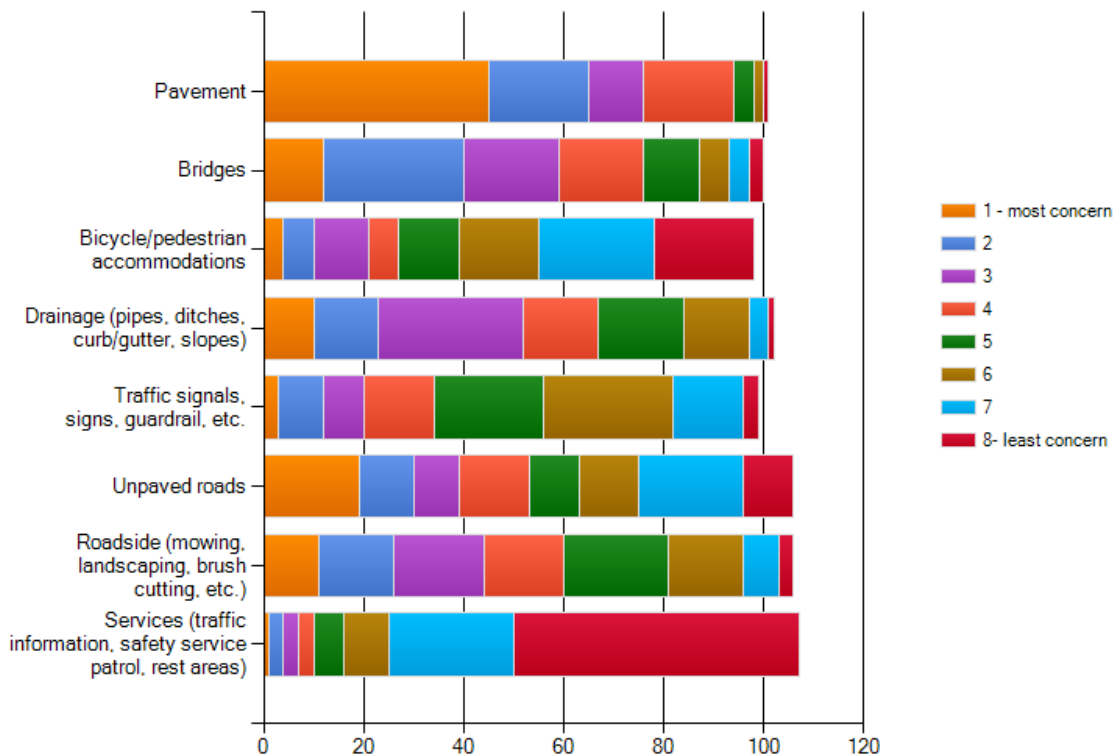
**9. What areas concern you most regarding the condition of the secondary system? (please rank each 1 through 8, with 1 being the area of most concern)**

Answer Options	1 - most concern	2	3	4	5	6	7	8 - least concern	Rating Average	Response Count
Pavement	45	20	11	18	4	2	0	1	2.28	101
Bridges	12	28	19	17	11	6	4	3	3.36	100
Bicycle/pedestrian accommodations	4	6	11	6	12	16	23	20	5.61	98
Drainage (pipes, ditches, curb/gutter, slopes)	10	13	29	15	17	13	4	1	3.75	102
Traffic signals, signs, guardrail, etc.	3	9	8	14	22	26	14	3	4.94	99
Unpaved roads	19	11	9	14	10	12	21	10	4.46	106
Roadside (mowing, landscaping, brush cutting, etc.)	11	15	18	16	21	15	7	3	4.03	106
Services (traffic information, safety service patrol)	1	3	3	3	6	9	25	57	6.94	107

Answered question 111

Skipped question 13

**What areas concern you most regarding the condition of the secondary system? (please rank each 1 through 8, with 1 being the area of most concern)**



**10. For roadways within your jurisdiction do you believe the current administrative classification (interstate, primary and secondary) to be appropriate? (For example; there may be secondary roads in your locality that you believe function more as primary roads.)**

	Response Percent	Response Count
Yes	50.4%	57
No	23.0%	26
Not an issue	26.5%	30

Answered question 113

Skipped question 11

**11. Considering the debate and challenges at both the federal and state level to meet transportation needs, where should we collectively be placing our priority given current constraints?**

	Response Percent	Response Count
Maintenance of existing infrastructure	74.3%	84
Construction of new infrastructure	13.3%	15
Other (please specify)	20.4%	23

Summary of comments:

Maintaining the existing infrastructure is the main theme. *Both* appears in seven; *neither* in one. Mass transportation is noted in two. Maintenance and construction are listed in two, and congestion relief in

one. There is one comment each regarding simplifying the road financing and road construction processes, raising taxes and fees, and finding a viable and sustainable funding source. Two suggest specific projects.

Answered question 113  
Skipped question 11

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**12. Considering the debate and challenges at both the federal and state level to meet transportation needs, what services/programs could be reduced and/or eliminated?**

Summary of comments:

The majority believe nothing can be reduced and/or eliminated, that transportation is already at a minimum, accompanied by several contending that services need to be increased. The next greatest number relate to reducing specific program areas, such as safety service patrol, rest areas, travel information, the call center, and the enhancement program. The next group relate to specific assets, such as paving, roadside plantings, and mowing, followed by reducing bureaucracy and reducing regulation, like design standards and accommodations for bicycles. Several are about the VDOT organization: reducing the size of the VDOT administration, consolidating district offices, decentralizing, while a couple suggest reversing the recent reorganization. Several others tell of the politicizing of transportation. An equal number advise reducing construction of new roads. A small group expresses a desire for additional information on the existing programs/services. One notes eliminating spending transportation revenues on non-transportation items. One suggests reducing some MPO services.

Answered question 77  
Skipped question 47

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**13. Did your locality participate in the FY12 Revenue Sharing Program?**

	Response Percent	Response Count
Yes	48.5%	49
No	48.5%	49
Not eligible to participate	3.0%	3

Answered question 101  
Skipped question 23

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**14. Do you have plans to participate in the Revenue Sharing program in the future?**

	Response Percent	Response Count
Yes	65.3%	66
No	32.7%	33
Not eligible to participate	2.0%	2

Answered question 101  
Skipped question 23

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**15. The limit per locality for Revenue Sharing was increased to \$10M. Should this limit be:**

	Response Percent	Response Count
Increased to higher cap	57.5%	50
Decreased	23.0%	20
Unlimited	19.5%	17

Answered question 87  
Skipped question 37

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**16. Would you participate in similar financial arrangements (local funds used to match state funds) if this meant additional funds could be brought to your locality?**

	Response Percent	Response Count
Yes	63.7%	58
No	36.3%	33

Only under these circumstances 36

**Summary of comments:**

Six delineate reasons why their locality could not participate, primarily due to the lack of resources. A variety of "yes, if" conditions are presented in others, such as if a locality match is available (6); if the locality's match can be provided by others, such as a developer (3); if the locality is provided additional authority over local roads (3); if devolution is not a part of the arrangement (3); if it does not distract from maintenance of existing roads (2); and, if the lack of previous or continued participation does not impact future eligibility (1). Regarding question 15, one favors maintaining the revenue sharing cap at \$10 million.

Answered question 91  
Skipped question 33

**17. Based on your current understanding of VTIB, is this something your locality is considering taking advantage of?**

	Response Percent	Response Count
Yes	13.2%	12
No	67.0%	61

Only under these circumstances 19.8% 18

**Summary of comments:**

The majority express concern for not having enough information regarding VTIB (5). Other comments are: yes, for grants only (3); yes, dependent on financing terms (2); yes, for the right project (1); and, yes, if the financing made sense (1).

Answered question 91  
Skipped question 33

**18. If you answered yes to #17, are you planning to investigate the use of:**

	Response Percent	Response Count
VTIB grants	46.2%	12
VTIB low interest loans	3.8%	1
Both	50.0%	13

Answered question 26  
Skipped question 98

19. Using a scale of 1-5, where "1" means that you are "very knowledgeable" and "5" means that you are "not familiar" with the concept. Please indicate your familiarity with the following concepts and resources related to transportation program delivery:

Answer Options	1- Very Knowledgeable	2	3- Familiar	4	5- Not Familiar	Rating Average	Response Count
Urban Transportation Service Districts	10	6	29	23	34	3.64	102
VDOT Devolution Guidebook/Model	7	14	31	25	25	3.46	102
Urban Construction Initiative/Certification	3	3	16	18	61	4.30	101
Fairfax County Secondary Roads Study	6	2	17	15	62	4.23	102
George Mason University Secondary Roads Study	8	18	28	13	35	3.48	102

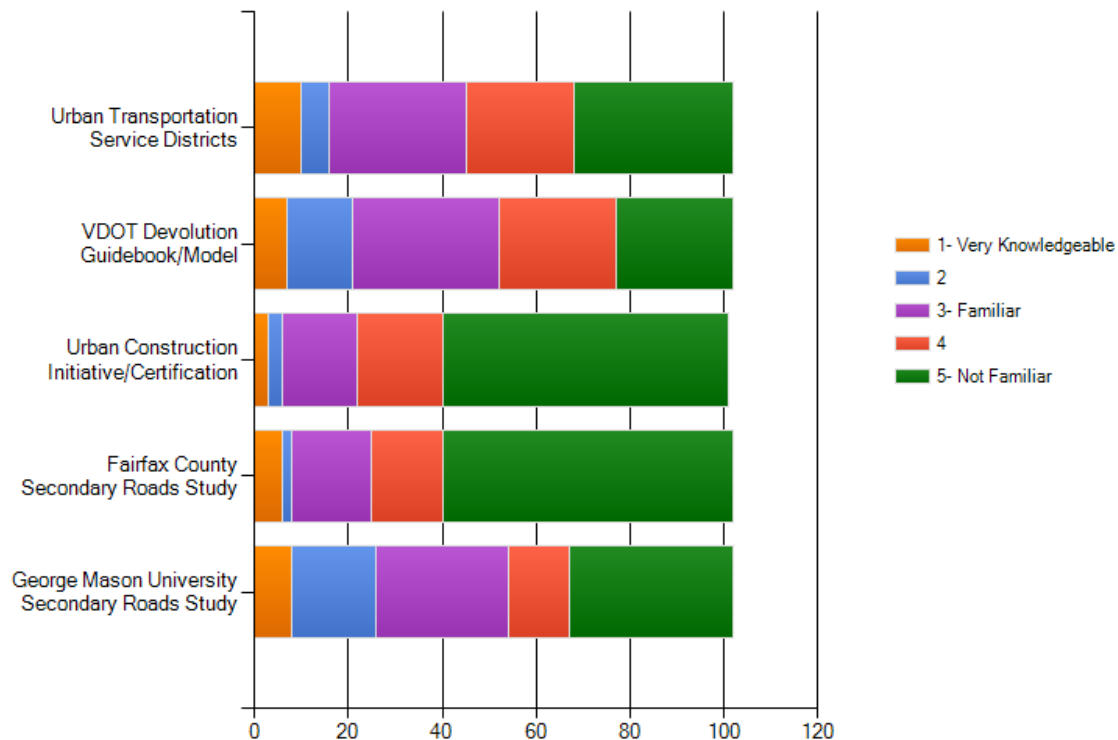
Answered question

102

Skipped question

22

Using a scale of 1-5, where "1" means that you are "very knowledgeable" and "5" means that you are "not familiar" with the concept. Please indicate your familiarity with the following concepts and resources related to transportation program delivery:



**20. As of today, please rank your level of interest in playing a more significant role in transportation if NO additional resources are available.**

	Response Percent	Response Count
1 - very interested	10.6%	11
2	1.0%	1
3 - willing to learn more about options	41.3%	43
4	10.6%	11
5 - not interested	36.5%	38

Comments 14

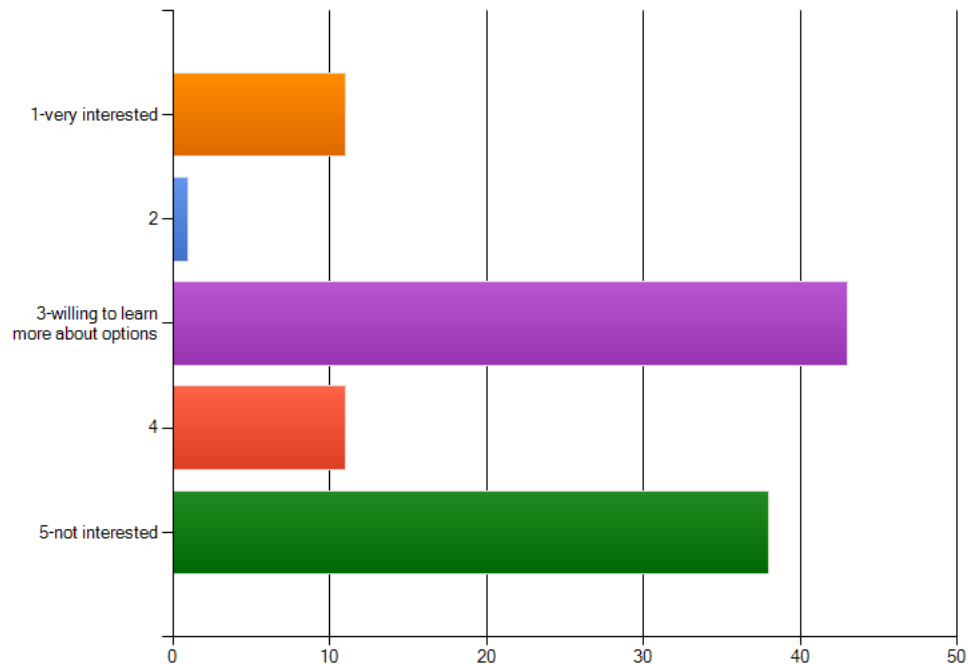
Summary of comments:

The clear message is fixed on the existing lack of locality resources (9); one suggests greater locality (land use) coordination with VDOT, and one asks for a definition of "more significant role".

Answered question 104

Skipped question 20

**As of today, please rank your level of interest in playing a more significant role in transportation if NO additional resources are available.**



**21. Please rank your level of interest in playing a more significant role in transportation if additional resources were available.**

	Response Percent	Response Count
1 - very interested	31.4%	33
2	7.6%	8
3 - willing to learn more about options	46.7%	49
4	2.9%	3
5 - not interested	11.4%	12

Comments 11

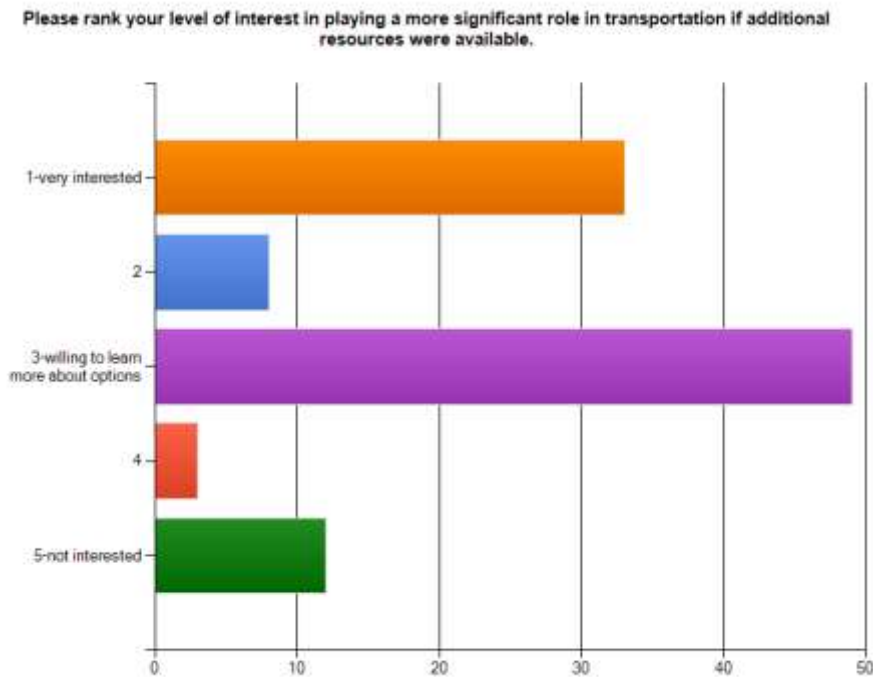


Summary of comments:

The general theme focuses on specifics of the additional resources: a) the significant amount required, b) they be sustainable, c) used for new construction only, d) must match the current needs, and e) if directed to the six-year program. One comment declares there is no locality interest.

Answered question

105



Skipped question

19

**22. What do you feel would be the best way to provide additional resources to the local transportation program?**

	Response Percent	Response Count
Provide additional revenue options at the state level	67.0%	69
Provide additional revenue options at the regional level	6.8%	7
Provide additional revenue options at the local level	26.2%	27

Comments

20

Summary of comments:

State = 9, local = 3, all levels = 2. Other comments: local level, if without additional taxing; increase use of tolls for statewide issues; increase fuels tax; and, for new construction only. "If devolution is going to occur then we definitely need additional revenue options at the local level. We probably need that anyway. However, if a hybrid system is implemented then additional revenue options at the state level may be more appropriate (such as the increase in Revenue Sharing funds). Equitable distribution is critical."

Answered question

103

Skipped question

21

23. The following options were identified in the George Mason University study as possible options "for policy makers to address the Commonwealth's secondary road challenge". Please indicate those options which you are open to evaluating in more detail.

	Response Percent	Response Count
Enhance budgetary priority for secondary road construction and maintenance	84.2%	80
Restructure the secondary road system	30.5%	29
Consider performance-based maintenance contracting on the secondary system	34.7%	33
Empower localities to raise revenues (local option transportation taxes)	34.7%	33
Impose devolution on all localities	3.2%	3
Impose devolution on select urban localities	16.8%	16
Take maximal advantage of the VDOT performance audit	30.5%	29

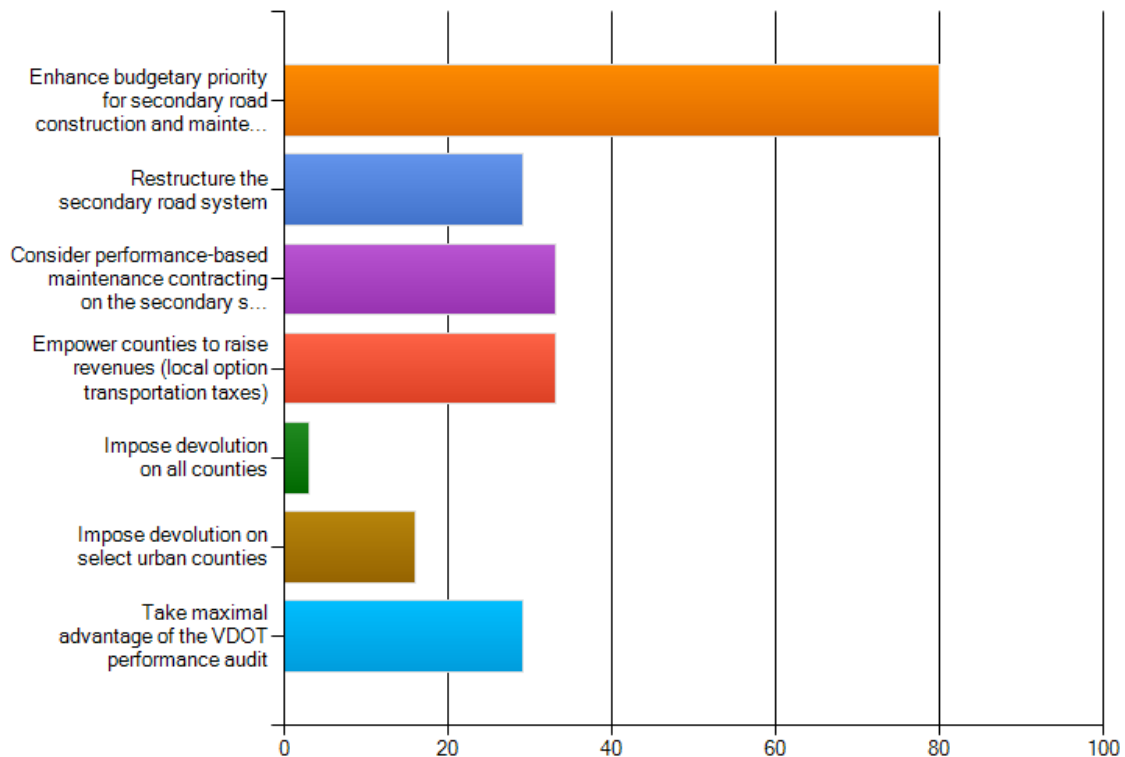
Answered question

95

Skipped question

29

The following options were identified in the George Mason University study as possible options "for policy makers to address the Commonwealth's secondary road challenge". Please indicate those options which you are open to evaluating in more detail.



24. Using a scale of 1-5, where "1" means that you have a "very favorable" view and "5" means that your view is "not favorable" of the concept. Please rate the favorability of the options outlined in the George Mason Study for review and potential implementation.

Answer Options	1 - Very Favorable	2	3 - Neutral	4	5 - Not Favorable	Rating Average	Response Count
Performance Based Maintenance Contracting	12	26	33	13	11	2.84	95
VDOT Performance Audit	18	20	38	8	11	2.73	95
Local Option Transportation Taxes	15	16	15	8	42	3.48	96
Impose Devolution on all counties	1	2	13	4	76	4.58	96
Maintain current policy with enhanced budget priority	34	28	22	4	9	2.24	97
Restructure secondary road system	11	18	39	14	15	3.04	97
Impose Devolution on select urban counties	3	12	23	10	49	3.93	97
Maintain current devolution policy	18	12	38	6	24	3.06	98

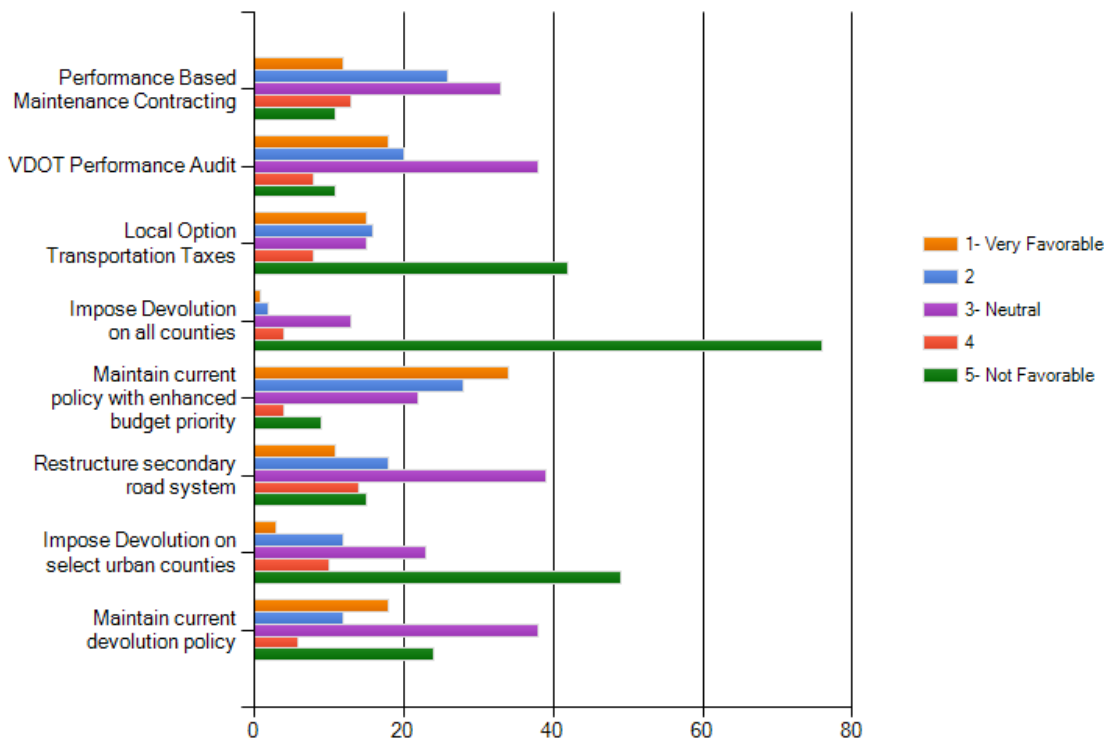
Answered question

98

Skipped question

26

Using a scale of 1-5, where "1" means that you have a "very favorable" view and "5" means that your view is "not favorable" of the concept. Please rate the favorability of the options outlined in the George Mason Study for review and potential implementation.



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**25. In order to better understand your perspective on devolution, please provide specific thoughts, concerns or suggestions you'd like to share on this issue.**

The responses are summarized into the following categories (in order of highest to lowest frequency/occurrence):

- Provision of locality funding authority / financial incentives
- Lack of locality resources
- Transportation is a state responsibility
- Devolution: unfunded mandate
- Devolution will create inconsistencies in transportation system
- Devolution will create disparity among localities
- Implementation suggestions for devolution
- Provision of locality autonomy
- Suggested alternate approaches to issue
- Locality accepting system in poor condition
- Devolution will harm economic vitality statewide
- Existing system: economies of scale / efficiencies
- Need additional information / data on devolution
- Not interested in / opposed to devolution
- Raise revenues for existing statewide system
- Statewide impacts of devolution
- Devolution's impact on localities

*Answered question* 63

*Skipped question* 61

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**26. Please rank your ability to provide transportation services to your community within your current organizational structure/staffing**

	Response Percent	Response Count
1 - very good	4.9%	5
2	3.9%	4
3 - mediocre	6.9%	7
4	8.8%	9
5 - poor	75.5%	77

Comments 34

Summary of comments:

The predominance affirm there is no ability within the locality. A substantial group indicate a lack of or minimal existing resources, and that the provision of transportation resources will create a significant impact of the operations of the locality. "With a new dedicated funding source, it would take a decade to have a strong organization capable of effectively managing this responsibility."

*Answered question* 102

*Skipped question* 22

**27. Please share any other concerns or suggestions from your perspective to improve transportation program delivery**

Summary of comments:

Localities lack resources for control of roads (5); reduce bureaucracy (4); no confidence in the General Assembly (3); and, develop sustainable and dedicated funding source (3). One supports local control of the secondary system with a new suburban formula. Another wants to know where all existing revenues (Federal & state) are spent before new revenue sources are explored. Another: "Localities need relief", which was the intent of the Byrd Act. Another response believes growth counties should receive more attention.

<i>Answered question</i>	<i>40</i>
<i>Skipped question</i>	<i>84</i>

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